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### AMENDMENTS TO THE CLAIMS

This listing of the claims replaces all prior versions, and listings, of claims in the application:

### LISTING OF CLAIMS

Claims 1-14 (Cancelled)

Claim 15 (New) A method for powering respective first and second propeller control unit (PCU) pumps of respective first and second propeller engines of a multi-engine aircraft, the first and second engines having respective pump driving shafts which rotate in opposite rotational directions relative to one another when the aircraft is operated, the method comprising the steps of:

providing a driven shaft of the first PCU pump disposed at an angle with respect to the pump driving shaft of the first engine;

providing a driven shaft of the second PCU pump disposed at said same angle with respect to the pump driving shaft of the second engine;

providing a first gear set mechanically connecting the pump driving shaft of the first engine to the driven shaft of the first PCU pump, the first gear set adapted to drive the first PCU pump in a rotational direction; and

providing a second gear set mechanically connecting the pump driving shaft of the second engine to the driven shaft of the second PCU pump, the second gear set adapted to drive the second PCU pump in the same rotational direction as the first PCU pump, wherein

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the first gear set and second gear set differ by one gear.

Claim 16 (New) The method as defined in claim 15 wherein the driven shafts of the first and second PCU pumps are positioned substantially identically with respect to the respective pump driving shafts of the first and second engines.

Claim 17 (New) The method as defined in claim 15 wherein the first and second PCU pumps are substantially identical.

Claim 18 (New) The method as defined in claim 15 comprising

mounting a driving bevel gear to the pump driving shaft of each of the first and second engines; and

mounting a driven bevel gear to each of the driven shafts of the first and second PCU pumps such that the driving and driven bevel gears meshingly engage one another in each of the first and second gear sets.

Claim 19 (New) The method as defined in claim 18 wherein the pump driving shafts of the respective first and second engines comprise substantially identical output sections adapted for selectively mounting the driving bevel gears thereto at either a first or second axial location thereof such that the identical output sections of the pump driving shafts of the first and second engines can be selectively connected to either the first or second gear set.

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Claim 20 (New) The method as defined in claim 19 wherein the driven bevel gears mounted to the driven shafts of the first and second PCU pumps are substantially identical.

Claim 21 (New) The method as defined in claim 20 further comprising:

determining the first axial location on the identical output sections of the pump driving shafts of the first and second engines such that the driving bevel gear of the first gear set mounted thereat meshes into the driven bevel gear of the first gear set at a first point of the driven bevel gear to form a configuration of the first gear set; and

determining the second axial location on the identical output sections of the pump driving shafts of the first and second engines such that the driving bevel gear of the second gear set mounted thereat meshes into the driven bevel gear of the second gear set at a second point of the driven bevel gear to form a configuration of the second gear set, the first and second meshing points being diametrically opposite with respect to the identical driven bevel gears.

Claim 22 (New) A driving apparatus for powering first and second PCU pumps used in a multi-engine aircraft having first and second propeller engines, the first and second engines rotating in opposite rotational directions, and the first and second PCU pumps being unidirectional and operated in a same rotational direction, the apparatus comprising:

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first and second driven shafts operatively connected to the respective first and second PCU pumps, and positioned at substantially identical angles with respect to shafts of the first and second engines, respectively;

a first gear set including a driving bevel gear mounted to an output section of the shaft of the first engine and a driven bevel gear mounted to the first driven shaft, the driving bevel gear meshingly engaging the driven bevel gear at a first point of the driven bevel gear to ensure the rotational direction of the first CUP pump;

a second gear set including a driving bevel gear mounted to an output section of the shaft of the second engine and a driven bevel gear mounted to the second driven shaft, the driving bevel gear meshingly engaging the driven bevel gear at a second point of the driven bevel gear in order to ensure the rotational direction of the second CUP pump;

wherein the driven bevel gears of the first and second gear sets are substantially identical; and

wherein the output sections of the shafts of the first and second engines are substantially identical, both having a first axial location thereof for selective mounting the driving bevel gear of the first gear set and a second axial location thereof for selective mounting the driving bevel gear of the second gear set such that the first and second gear sets can be converted one to another by exchanging the individual driving bevel gears.

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- Claim 23 (New) The driving apparatus as defined in claim 22 wherein the first and second driven shifts are positioned substantially perpendicularly to the respective shifts of the first and second engines.
- Claim 24 (New) The driving apparatus as defined in claim 23 wherein the first and second driven shifts are substantially identical, both having an end thereof for mounting the individual driven bevel gears.
- Claim 25 (New) The driving apparatus as defined in claim 24 wherein the first and second engaging points in the respective first and second gear sets are located diametrically opposite with respect to the driven bevel gears mounted to the ends of the respective first and second driven shifts.
- Claim 26 (New) The driving apparatus as defined in claim 22 wherein the driving bevel gears of the first and second gear sets are substantially identical except that central openings thereof are different.
- Claim 27 (New) The driving apparatus as defined in claim 26 wherein the identical output sections of the shifts of the first and second engines both comprise a first axial section thereof for mounting the driving bevel gear of the first gear set at the first axial location, diametrically smaller than a second axial section thereof for mounting the driving bevel gear of the second gear set such that the driving bevel gear of the first gear set can be restrained at the first axial location to form the first gear set when it is selected, and such that the driving bevel gear of the second gear

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set can pass over the first axial section to be  
restrained at the second axial location to form the  
second gear set when it is selected.